



Broadway Farm, Botley

Transport Statement

Client: CCW Services Ltd

i-Transport Ref: SJ/MD/LC/ITB17278-001B R

Date: 26 October 2021

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SECTION 1 Introduction

1.1 Overview

1.1.1 CCW Services Ltd has appointed i-Transport LLP to provide highways and transport advice with regard to their planning application on land to the north of the A334 Broad Oak in Botley. The proposed application consists of the following elements:

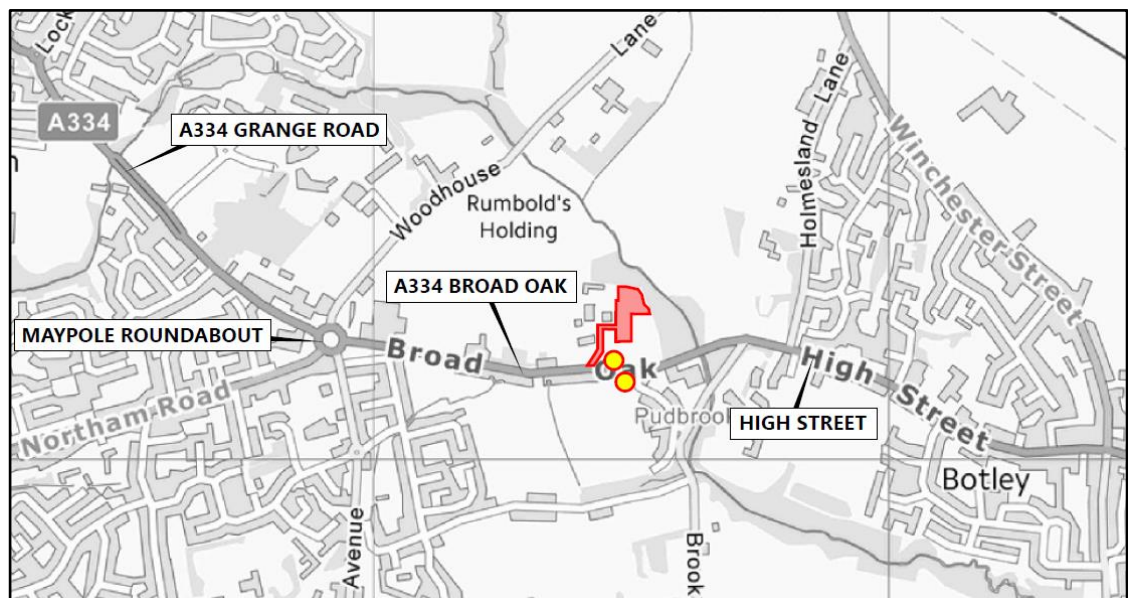
- A retrospective planning permission for the storage of emergency vehicles on behalf of the NHS; and
- The construction of a new B8 commercial building.

1.2 Site Location

1.2.1 The site is located between Botley and Hedge End, a circa 2km walking distance west of Botley railway station and is accessed off the A334 Broad Oak.

1.2.2 The application site is located to the east of an existing, small industrial site, owned and managed by the applicant. A site location plan is included as Figure 1, with an extract provided as Image 1.1 below.

Image 1.1: Site Location Plan



1.2.3 The local planning authority is Eastleigh Borough Council (EBC) and Hampshire County Council (HCC) is the local highway authority.

1.3 **Proposed Development**

1.3.1 The proposed development includes two elements including a retrospective planning application for the storage of emergency vehicles and a second element comprising of the construction of a new B8 commercial building, of circa 560 sqm, with supporting car and cycle parking.

1.3.2 The proposed new commercial building will facilitate an expansion of the existing industrial buildings to the west.

1.4 **Purpose and Structure of Report**

1.4.1 This Transport Statement (TS) has been prepared to support the planning application, including both the retrospective planning application and the proposed works. This TS seeks to demonstrate that the proposals accord with national and local transport policy.

1.4.2 The remainder of this report is structured as follows:

- Section 2 – Policy Context;
- Section 3 – Existing Conditions and Accessibility;
- Section 4 – Development Proposal;
- Section 5 – Traffic Impact; and
- Section 6 – Summary and Conclusions.

SECTION 2 Policy Context

2.1 Overview

2.1.1 This section reviews the relevant national and local transport planning policy to provide context for the assessment.

2.2 National Planning Policy Framework (NPPF) (July 2021)

2.2.1 The National Planning Policy Framework (NPPF), adopted in July 2021 sets out the Government's planning policies for England and how these are expected to be applied. It provides overarching guidance for local planning authorities and decision makers both in drawing up plans and in determining planning applications.

2.2.2 The specific transport policies are contained within Section 9 of the NPPF. The NPPF requires all developments that generate significant amounts of movement to provide a travel plan, and to be supported by either a Transport Statement or Transport Assessment. This Transport Assessment has been prepared in line with the requirements of the NPPF.

2.2.3 The *key transport tests* are set out in paragraph 110 of the National Planning Policy Framework (NPPF), which states:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

2.2.4 The NPPF also sets a very high bar for preventing development from coming forward for transport reasons:

"111. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

- 2.2.5 The 'high bar' for preventing development is well established through various appeal decisions and it means that some transport impacts of development are entirely acceptable i.e. a modest increase in traffic, more pedestrians crossing a road etc and it is only when there are very significant impacts that development should be prevented.
- 2.2.6 This TS will demonstrate how the proposed development accords with the above key transport tests and show how the traffic impact will not be severe.

2.3 Hampshire Parking Strategy and Standards (2002)

- 2.3.1 EBC's non-residential parking standards are set out and based on the Hampshire Parking Strategy and Standards (2002) document. The resultant parking standards for new B8 developments are summarised in Table 2.1.

Table 2.1: Hampshire Parking Standards – B8 Land Uses

	Maximum Vehicle Parking Standard	Minimum Cycle Parking Standard	
		Long Stay	Short Stay
B8 Warehouse	1 space per 90 sqm	1 stand per 500 sqm	1 stand per 1,000 sqm

Source: Table 2, Hampshire Parking Strategy and Standards (2002)

SECTION 3 Existing Conditions and Accessibility

3.1 Overview

3.1.1 This section sets out an assessment of the existing conditions surrounding the site in terms of walking and cycling infrastructure, public transport services and a review of the local accident data.

3.2 Site Location

3.2.1 The site lies between Botley and Hedge End, along the A334 Broad Oak, circa 2km walking distance west of Botley railway station. The site currently comprises of open grassland and an area of hardstanding, currently being used to store emergency vehicles on behalf of the NHS.

3.2.2 The site is accessed via a junction off Broad Oak which also provides access to the adjacent industrial site. The existing access arrangement off Broad Oak is shown in Image 3.1.

Image 3.1: Existing Access Arrangements



Source: Site Photograph

3.2.3 There is good visibility from the site access in both directions with over 120m achievable to the left and around 105m to the right.

3.3 Existing Site

Existing Industrial Site

3.3.1 The existing industrial site to the west of the application site, is owned and managed by the applicant. The site consists of various approved industrial buildings, all accessed via the existing access off the A334. The buildings store and distribute a variety of products and materials from high end beauty products to NHS storage and distribution of essential medical products and equipment. The products are brought into the site, direct from the production facilities, stored on-site and then distributed to distribution centres across the UK and Europe.

3.3.2 Due to the well managed and high security on site, all movements into and out of the site are highly managed and recorded. This includes a security gatehouse as well as various gated accesses within the site

NHS Vehicle Parking

3.3.3 During the Covid-19 pandemic, the site has also been used to store emergency vehicles (predominately ambulances) voluntarily for the NHS. The site is not an operational hub and no patients are transferred to or from the site. The vehicles are stored by the NHS and then collected on an ad-hoc basis, where demand arises, with all vehicles being stored on a long-term basis. The site and area for these vehicles is highly managed by the applicant who controls and manages the number of vehicles available to park.

3.3.4 The NHS request a certain number, and type, of vehicles to be parked on-site and this is managed with applicant in advance. Should the applicant not have any more space for the vehicles, this is relayed to the NHS where they then find another parking operator. The vehicles are stored and managed by the applicant, making the most efficient use of the space.

3.4 Walking and Cycling Opportunities

3.4.1 A shared footway/cycleway routes along the northern side of A334 Broad Oak within the vicinity of the site. The shared footway / cycleway provides a route west towards the Maypole Roundabout and east towards Botley town centre (for access to the railway station and local services and facilities). The shared element of the footway discontinues outside of the Richmond Car Garage (circa 200m) east of the site, whereby footways are provided on both sides of the A334 and cyclists are advised to re-join the carriageway.

3.5 Public Transport

Bus Services

3.5.1 The closest bus stops to the site are located directly outside of the site on Broad Oak. The eastbound bus stop is located directly outside of the site access, and the westbound bus stop is located circa 65m east of the site access. The bus services at these stops provide access to a number of services serving local destinations such as Eastleigh, Southampton and Bishops Waltham. Table 3.1 summarises the typical weekday frequency of the local bus services from these stops.

Table 3.1: Local Bus Services

Bus Service No.	Route	Bus Service Frequency Monday – Friday
3 Bluestar	Southampton – Hedge End – Botley – Boorley Green – Fair Oak – Eastleigh	Hourly from 0956 (Last bus at 1823)
X9	Bishops Waltham – Swanmore – Botley – Hedge End – Fair Oak – Eastleigh	Hourly (First bus at 0713 and last bus at 1727)
X15	Hamble – Netley – Hedge End – Botley – Fair Oak – Eastleigh	2 Services per day (1033 and 1333)

Source: Traveline.info (accessed October 2021).

Rail Services

3.5.2 Botley railway station is located a circa 2km walking distance (equivalent to a 24-minute walk) east of the development site. The station is managed by South Western Railway and provides frequent services towards destinations such as London Waterloo, Portsmouth and Eastleigh. Table 3.2 summarises the typical frequency and average journey times of the direct services to these destinations for both the peak and off-peak periods.

Table 3.2: Local Rail Services

Destination	Average Journey Time (mins)	Typical Frequency (direct services only)	
		Peak	Off-Peak
Portsmouth Harbour	42 mins	1 per hour	1 per hour
London Waterloo	98 mins	1 per hour	1 per hour

Source: National Rail (accessed October 2021).

3.6 Local Highway Network

- 3.6.1 The A334 Broad Oak is a single carriageway road, circa 6.0m in width and subject to a 40mph speed limit. The road is street lit and there are single white lines on both sides of the carriageway, within the vicinity of the site. To the west, the road provides access to the Maypole Roundabout, Hedge End centre and towards the M27. To the east, the road routes towards Botley centre.

Traffic Flows

- 3.6.2 A review of the Annual Average Daily Traffic (AADT) flows along the A334 has been undertaken using traffic data from the Department for Transport (DfT). The DfT's traffic count website has been reviewed and the local traffic flows on the A334 have been obtained. The DfT counter, located circa 1.7km east of the site access on the A334 (south of Botley railway station), has been reviewed and the AADT flows for the years 2019 and 2020 are summarised in Table 3.3. The location of the traffic counter is illustrated in Image 3.2.

Table 3.3: Summary of A334 AADT Flows – DfT

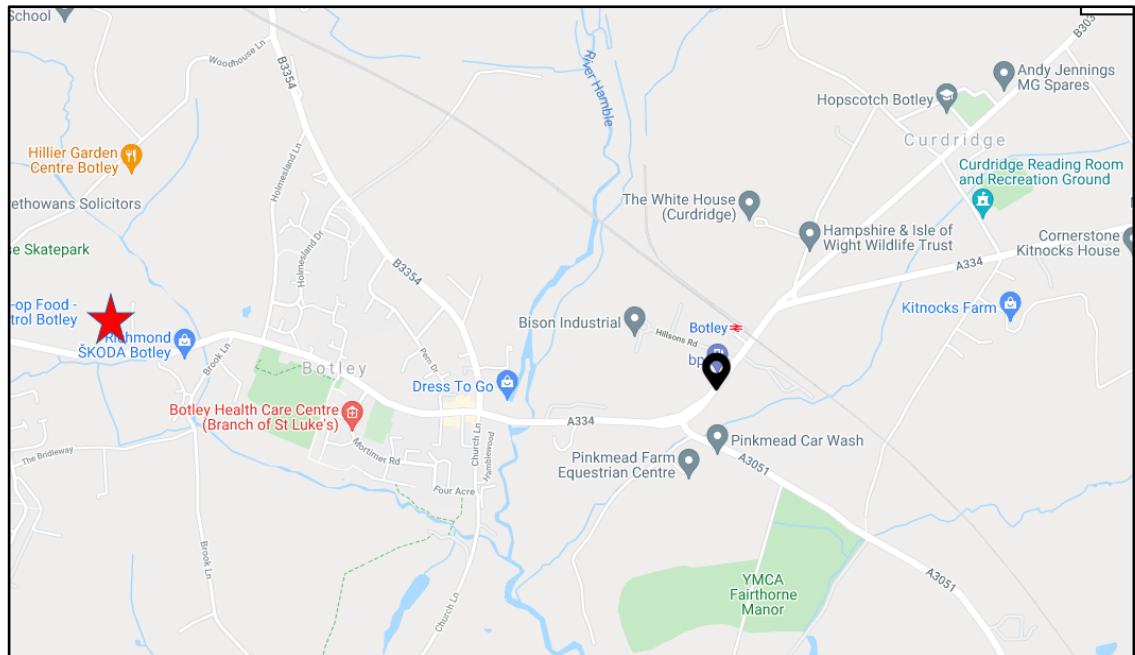
	AADT (Two-Way)		
	Total Vehicles	Light Vehicles	HGVs
2019	17,233	16,606	625
2020	13,062	12,514	549
<i>Average</i>	<i>15,148</i>	<i>14,560</i>	<i>587</i>

Source: DfT and Consultant's Calculations

Note: Numbers may not sum due to rounding

- 3.6.3 Table 3.3 demonstrates the AADT on the A334, between 2019-2020, is the order of 15,148 vehicles.

Image 3.2: DfT A334 Traffic Counter

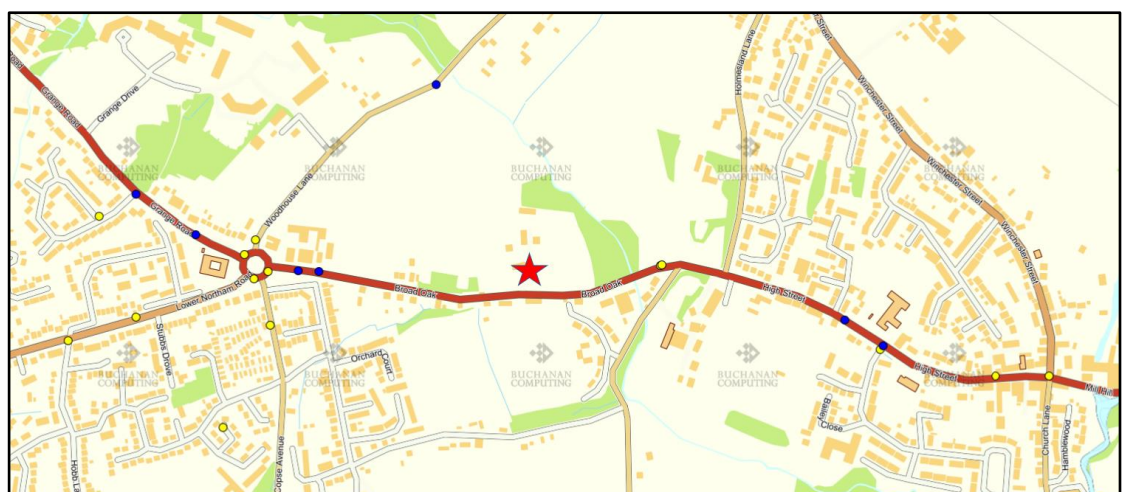


Source: DfT

3.7 Road Safety

3.7.1 The Personal Injury Accident (PIA) data for the local highway network has been reviewed using the Hampshire Constabulary database for PIAs. This illustrates the number of recorded PIAs between January 2016 and December 2020. The data is illustrated in Image 3.3 and illustrates no accidents have been recorded at or within the vicinity of the site access during this period.

Image 3.3: PIA Review – Hampshire Constabulary



Source: Hampshire Constabulary

3.7.2 The data does not illustrate or suggest any existing clusters or existing highway safety issues on the local highway network surrounding the site.

SECTION 4 Development Proposal

4.1 Overview

4.1.1 The planning application consists of two elements:

- Retrospective planning permission for the construction of a hardstanding area on the site for the storage of emergency use vehicles only; and
- The proposed construction of a new B8 commercial building, of 560sqm.

4.1.2 This section sets out the development proposal with regards to access arrangements, parking provision and servicing arrangements.

4.2 Access

4.2.1 The site is accessed via an existing vehicle crossover off the A334 Broad Oak Road. This access provides access to the existing industrial buildings on-site, the emergency vehicle storage and also the proposed new commercial unit.

4.2.2 The access is shown in drawing ITB17278-GA-003, with site photographs of the visibility provided at Image 4.1.

Image 4.1: Access visibility



4.2.3 The existing site access is 6.0m in width at the junction, widening into the site with the provision of a layby to circa 9.0m in width. The on-site layby can accommodate a HGV leaving the site whilst another HGV accesses the site.

Access Management

4.2.4 The site is managed by the applicant. This includes a highly managed access strategy, due to high end nature of the products on site. In order to assist with traffic flow on the A334 Broad Oak, part of the site management includes the following:

- All vehicles turn left into the site from the A334; and
- All vehicles turn right out of the site to the A334.

4.2.5 This ensures that vehicles entering the site do not obstruct the free-flow of traffic along Broad Oak (as a result of vehicles waiting to turn right) and that vehicles exiting the site do not cross over the centre line and into the oncoming traffic (due to the geometry of the junction). This arrangement is highly managed by the applicant with all staff and all delivery vehicles informed of these arrangements. This is further supported through the installation of traffic signs erected within the applicant's demise reminding drivers of these arrangements.

4.2.6 During a site visit, all vehicles were observed adhering to these measures.

4.3 **Parking – B8 Commercial Use**

Car Parking

4.3.1 The proposed commercial unit will be supported by 15 car parking spaces. This includes the following:

- 6 spaces – allocated to the proposed new building (560sqm @ 1/90sqm = 6 spaces);
- 6 spaces – allocated to one of the existing commercial buildings (building 1);
- 2 spaces – allocated for visitor use; and
- 1 disabled parking space.

4.3.2 The proposed parking provision also includes some spaces for one of the existing industrial units on-site. This building (identified as 'building 1') measures the same size as the proposed, i.e. 560 sqm.

Cycle Parking

4.3.3 The new commercial building also includes cycle parking spaces. The proposal includes the following:

- One wall mounted cycle stand within the building for use by staff. The space will be covered and secure; and

- One Sheffield stand (for two cycles) outside of the building entrance for use by visitors.

4.3.4 The proposed level of cycle parking is in excess of that requirement by the parking standards.

4.4 Deliveries and Servicing

4.4.1 The new commercial unit will not attract any additional servicing or delivery vehicle trips. The unit will provide additional facilities and space for material and products to support the NHS which needs to be stored in air conditioned and secure environments.

4.4.2 The applicant has made a recent change to the way the outbound goods are transported, this involves the creation of a 'pallet carriage' which enables two pallets of finished goods to be put on top of one another in the lorry. Up until now all lorries leaving the site have been able to carriage 26 pallets of goods (this is a single lorry with a single layer of pallets). The new 'pallet carriage' enables 52 pallets of goods to leave the site in a single lorry (i.e. a double layer of pallets).

4.4.3 As a result, this enables the applicant to make more efficient deliveries of the product, through doubling the amount of product that can be delivered by one vehicle. As such the new unit will not attract any additional vehicles, over and above the vehicles currently accessing the adjacent industrial units.

4.5 Swept Path Analysis

4.5.1 Swept path analysis has been undertaken at the site to demonstrate the ability for vehicles to enter and exit the site. A 16.5m articulated vehicle has been used and the swept path analysis is illustrated on Drawing ITB17728-GA-003. This demonstrates the site is designed to accommodate the turning of these vehicles on-site, and thus the ability for such vehicles to enter and exit the site in forward gear.

4.5.2 The tracking drawings have been undertaken for the largest vehicle that could be attracted to the site.

4.6 NHS Vehicle Storage

4.6.1 The proposed application also includes a retrospective planning application for the area of hard standing currently used as a NHS vehicle storage area. This area is for the sole use of NHS emergency vehicle storage and is, and will continue to be, managed by the applicant. The area is used flexibly, depending on the number and type of vehicles currently stored on-site and is highly managed by the applicant to ensure the most efficient use of space.

SECTION 5 Traffic Impact

5.1 Overview

5.1.1 This section of the TS sets out an assessment of the likely transport impact of the development proposal.

5.2 Existing Trip Attraction – Industrial Units

5.2.1 The current operations at the site include the storing and distributing of high-end beauty products. Due to the nature of the business, the site is highly managed by the applicant and all vehicles entering and exiting the site are recorded and require clearance through a security check.

5.2.2 The applicant has provided the daily vehicle movements for the existing industrial site across the day. The data has been provided across September 2021 and is summarised in Table 5.1.

Table 5.1: Existing Daily Vehicle Movements

	Daily Two-Way Vehicles		
	Total Vehicles	Light Vehicles/ Cars	HGVs
Average Weekday	104	49	56
Average Saturday	31	15	16
Average Sunday	23	10	13

Source: Applicant and Consultant's Estimates

5.2.3 Table 5.1 illustrates the existing industrial units attract up to 104 (two-way) vehicles across a typical weekday, of which circa 56 are HGVs. Across the weekend, the average daily, total vehicle (two-way) trips are in the order of 31 on a Saturday and 23 on a Sunday.

5.2.4 The applicant has confirmed September 2021 was a typical and representative month in terms of vehicle trips and operations.

5.3 Proposed Trip Attraction

5.3.1 The proposed new commercial building will provide additional storage facilities for the existing industrial units. The proposal is anticipated to not result in any increases in vehicle trips to and from the site (as detailed in Section 4). The proposal allows for additional products to be stored on-site and will support the applicant to generate more efficient deliveries. As such, the proposal will not increase in vehicle trips over and above those set out in Table 5.1.

Typical B8 Trip Attraction

- 5.3.2 Whilst the proposed unit will be occupied by a known occupier and operations, it will not be applying for a personal use. As such a review of the likely trip attraction of the site by a 'typical' B8 occupier has also been undertaken, as a sensitivity test.
- 5.3.3 The TRICS database has been reviewed for similar and comparable B8 'warehousing (commercial)' sites. The sites selected includes sites across England in sub-urban/ edge of town locations. The obtained trip rates from TRICS, and the resultant trip attraction of 560 sqm, is presented in Table 5.2. The full TRICS report is provided at Appendix A.

Table 5.2: Proposed Trip Rates and Trip Attraction – B8 Use

	Total Vehicles		
	In	Out	Two-Way
Vehicle Trip Rates (per 100 sqm)			
Morning Peak Hour	0.71	0.33	1.04
Evening Peak Hour	0.22	0.49	0.71
Daily (0700-1900)	4.48	4.04	8.52
Vehicle Trip Attraction (560 sqm)			
Morning Peak Hour	4	2	6
Evening Peak Hour	1	3	4
Daily (0700-1900)	25	23	48

Source: TRICS and Consultant's Estimates

- 5.3.4 Table 5.2 illustrates the proposed unit, based on comparable and similar B8 sites, has the potential to attract up to six (two-way) vehicle movements during the network peak hours and up to 48 across the day. This level of traffic is well within daily variations, with the peak hour trip attraction equating to one additional vehicle every 10 minutes during the morning peak hour and one vehicle every 15 minutes during the evening peak hour.

5.4 NHS Vehicle Storage

- 5.4.1 The application site includes the hardstanding area for the storage of NHS emergency vehicles. As set out in Section 4, this area is for the sole use and purpose of storing emergency vehicles. It will not act an operational hub nor will transport any patients to or from the site.
- 5.4.2 Vehicles are stored and dispatched on an ad-hoc basis, dependent on demand from the NHS. As such the vehicle movements vary on a day-to-day basis. The site is highly managed and the vehicles are parked and stored efficiently.

5.4.3 The applicant has provided the movements of the NHS emergency vehicles across the month of September 2021. The data reveals that across the month there were only eight days where NHS vehicle movements were recorded. The data also reveals the number of vehicle movements across these days. The average movements were as follows:

- Average weekday – 12 (two-way) trips;
- Average Saturday – 2 (two-way) trips; and
- Average Sunday – 2 (two-way) trips.

5.4.4 The data demonstrates that the movement of these vehicles occurs on an ad-hoc basis. The average trips, across the weekday, are in the order of 12 (two-way) vehicle trips. These vehicle trips are well within daily variations of traffic and considered negligible increases.

5.4.5 As the site is managed by the applicant, the delivery and pick up of these vehicles, where possible, are arranged to take place outside of the network peak hours and outside the peak delivery times at the industrial estate.

5.5 Proportional Increase

5.5.1 The proportional increase in traffic flows along the A334 has been calculated using the existing AADT flows set out in Section 3. For a robust and 'worst case' assessment the potential, future daily trip attraction of the development proposal includes:

- 48 trips attracted by the commercial unit (based on the 'typical B8 occupier' sensitivity test); and
- 12 trips by NHS vehicles.

5.5.2 The proposal therefore has the potential to attract a maximum of 60 vehicle trips across the day. These trips have been added to the existing AADT of the A334 and are summarised in Table 5.3.

Table 5.3: Proportional Increase - A334 AADT

	AADT – Total Vehicles			
	Existing – 2019/2020 Average	Development Proposal	Proposed with development	% Increase
A334	15,148	+60	15,208	+0.4%

Source: DfT and Consultant's Calculations

5.5.3 Table 5.3 demonstrates that the proportional impact of the development proposal will result in a less than 1% increase in total flows on the A334. This level of impact is therefore well within daily variations and will not to result in any significant impacts on the local highway network.

- 5.5.4 It is further noted that these figures are based on a 'worst case' assumptions and in reality there will be no increase in traffic whatsoever and therefore the above presents a highly robust assessment of future traffic flows.

SECTION 6 Summary and Conclusions

6.1 Summary

6.1.1 CCW Services Ltd has appointed i-Transport LLP to provide highways and transport advice with regard to their planning application on land to the north of the A334 Broad Oak in Botley. The proposed application consists of the following elements:

- A retrospective planning permission for the storage of emergency vehicles on behalf of the NHS; and
- The proposed construction of a new B8 commercial building.

6.1.2 The site is located between Botley and Hedge End and accessed off the A334 Broad Oak, a circa 2km walking distance west of Botley railway station. The existing industrial site to the west of the application site, is owned and managed by the applicant. The proposed building is for a B8 Warehouse to store and distribute essential products and equipment for the NHS. The products are brought into the site, from the production facilities, stored on-site and then distributed from the site across the UK and abroad.

6.1.3 During the Covid-19 pandemic, the site has also been used to store emergency vehicles (predominately ambulances) for the NHS. The site is not an operational hub and no patients are transferred to or from the site. The vehicles are stored by the NHS and then collected on an ad-hoc basis, where demand arises, with some vehicles being stored on a long-term basis.

6.1.4 A shared footway/cycleway routes along the northern side of A334 Broad Oak within the vicinity of the site, providing connections east and westbound towards Botley and Hedge End respectively.

6.1.5 The closest bus stops to the site are located directly outside of the site on Broad Oak. The bus services at these stops provide access to services serving destinations such as Eastleigh, Southampton and Bishops Waltham. Botley railway station is located a circa 2km walking distance (equivalent to a 24-minute walk) east of the development site. The station is located on the London Waterloo to Portsmouth line and provides access to frequent services to these destinations, as well as a number of local destinations.

6.1.6 A review of the Annual Average Daily Traffic (AADT) flows along the A334 has been undertaken using traffic data from the DfT. This demonstrates the average AADT on the A334, between 2019-2020, is the order of 15,148 vehicles.

-
- 6.1.7 A review of the latest available PIA data reveals no accidents were recorded at the site access and does not suggest any existing highway safety issues in the vicinity of the site.
- 6.1.8 The site is accessed via an existing vehicle crossover off the A334 Broad Oak Road. This access provides access to the existing industrial buildings on-site, the emergency vehicle storage and also the proposed new commercial unit. The site is highly managed by the applicant, due to the nature of the operations. This includes a managed access strategy to assist with traffic flow on the A334 whereby all vehicles turn left into the site from the A334 and all vehicles turn right out of the site to the A334.
- 6.1.9 The proposed commercial unit will be supported by 15 car parking spaces. This includes spaces for the new building in line with local standards and additional parking for another building on-site and visitor spaces. One space will be allocated as a disabled space. In addition, the proposal includes cycle parking for both staff and visitors.
- 6.1.10 The new commercial unit will allow the site to store more products and will result in more efficient deliveries, with a greater number of products delivered per vehicle trip. As such, the proposal is not anticipated to result in any more vehicle trips over and above the existing flows.
- 6.1.11 The existing traffic flows of the industrial site attract up to 104 two-way vehicle trips across the day, of which 56 are HGVs.
- 6.1.12 A review of the likely trip attraction of the new commercial unit, if occupied by other B8 occupiers has been undertaken using the TRICS database as a sensitivity test. The TRICS database (based on comparable B8 warehouse sites) estimates the proposed unit has the potential to attract up to six (two-way) vehicle movements during the network peak hours and up to 48 across the day. This level of traffic is well within daily variations, with the peak hour trip attraction equating to one additional vehicle every 10 minutes during the morning peak hour and one vehicle every 15 minutes during the evening peak hour.
- 6.1.13 The vehicle flow associated with the NHS vehicle storage is low and varies considerably everyday. Due to the ad-hoc nature of this business, for the majority of the time the area will not generate any vehicle trips. A review of data from September reveals the average movements (on days where trips were recorded) was in the order of 12 trips across the weekday and up to two across the weekend.

6.1.14 The anticipated impact of the development proposal, including both the proposed commercial unit and the NHS vehicle storage, is well within daily variations of traffic and is anticipated not to have a significant impact on the operation of the local highway network. The likely proportional impact on flows on the A334 is negligible and certainly not of an impact that can be considered 'severe'.

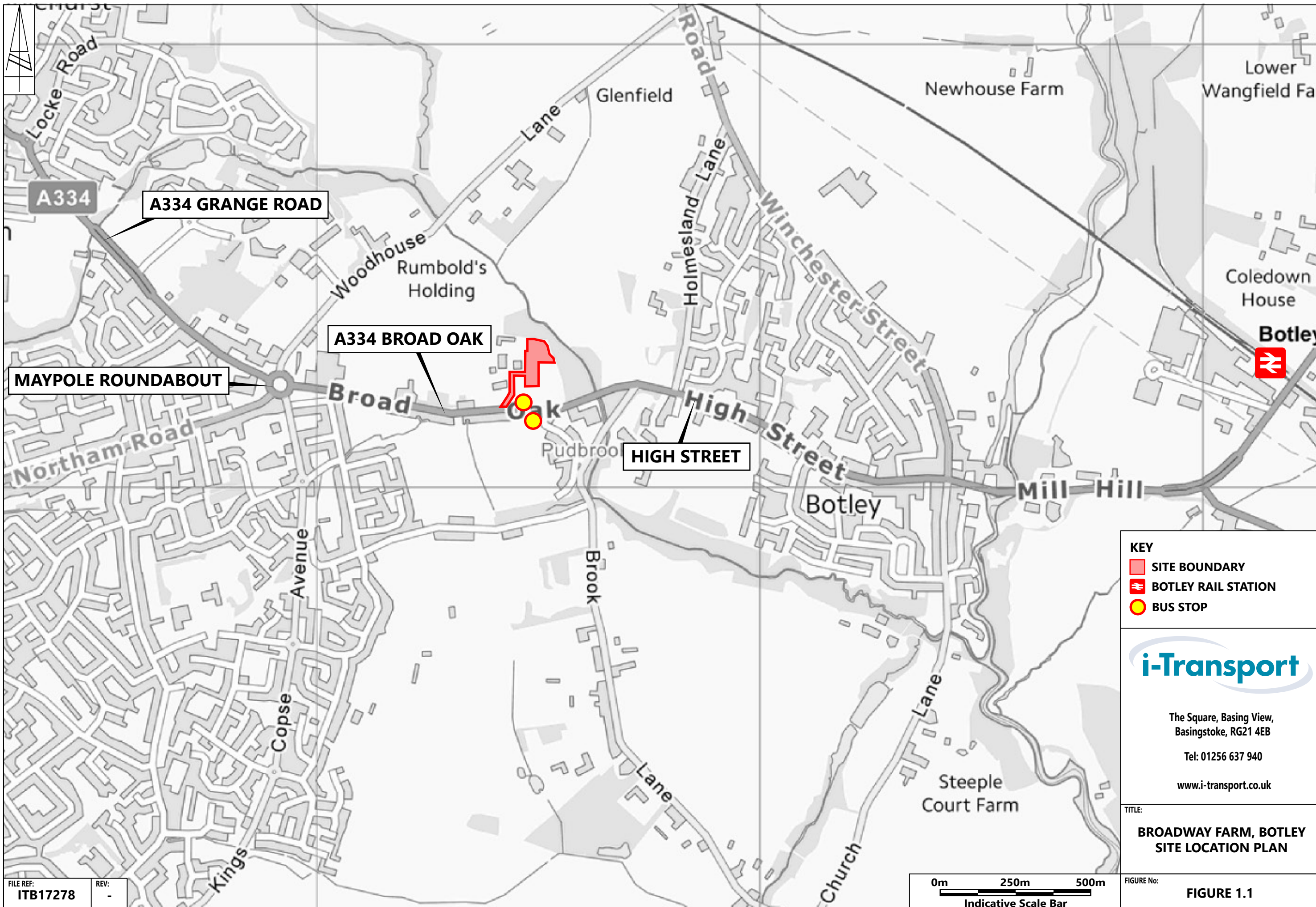
6.2 Conclusions

6.2.1 With reference to the key transport tests set out in paragraph 110 of the NPPF, the main conclusions of this Transport Statement are that:

- The site is in a sustainable location in transport terms. The proposed development is located where future staff and visitors will be able to 'take up' the opportunities for sustainable travel in the context of its location;
- The site will provide safe and appropriate access to the site for all people, with a highly managed strategy in place and measures to reduce impact on the A334;
- The proposal includes vehicle parking for staff (including the provision of a disabled space) as well as cycle parking, including staff spaces that are covered and secure; and
- The transport impact will be minor and in terms of capacity and congestion, with the proposal resulting in negligible increases in traffic onto the A334 and well within daily variations.

6.2.2 Against this background, the development proposal is considered acceptable in transport and highways terms, can be accommodated within the existing highway infrastructure, and the cumulative impact cannot be considered severe.

FIGURE



FILE REF:
ITB17278

REV:
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DRAWINGS

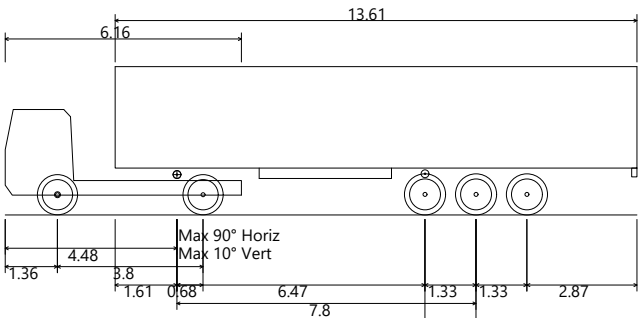
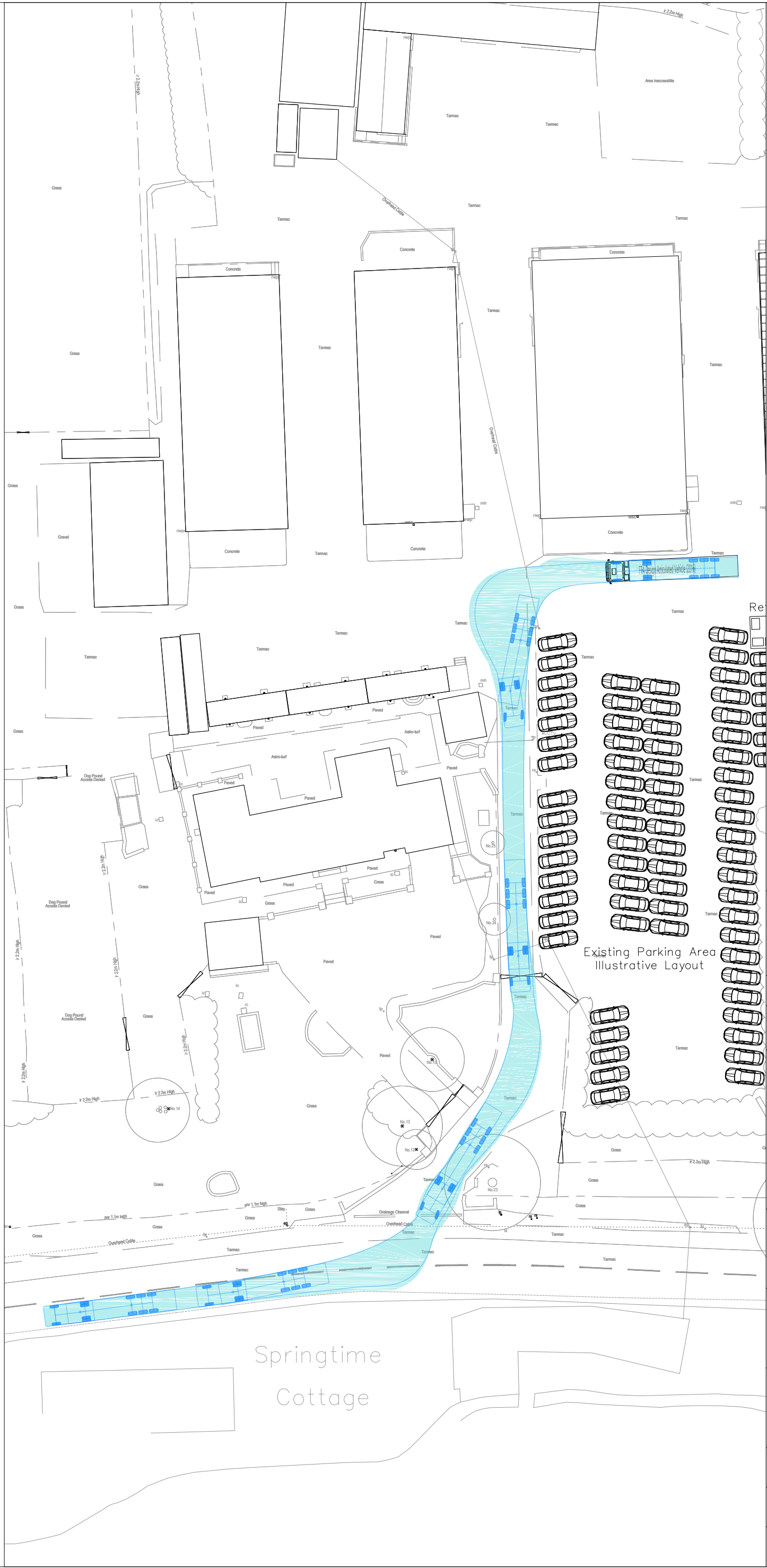
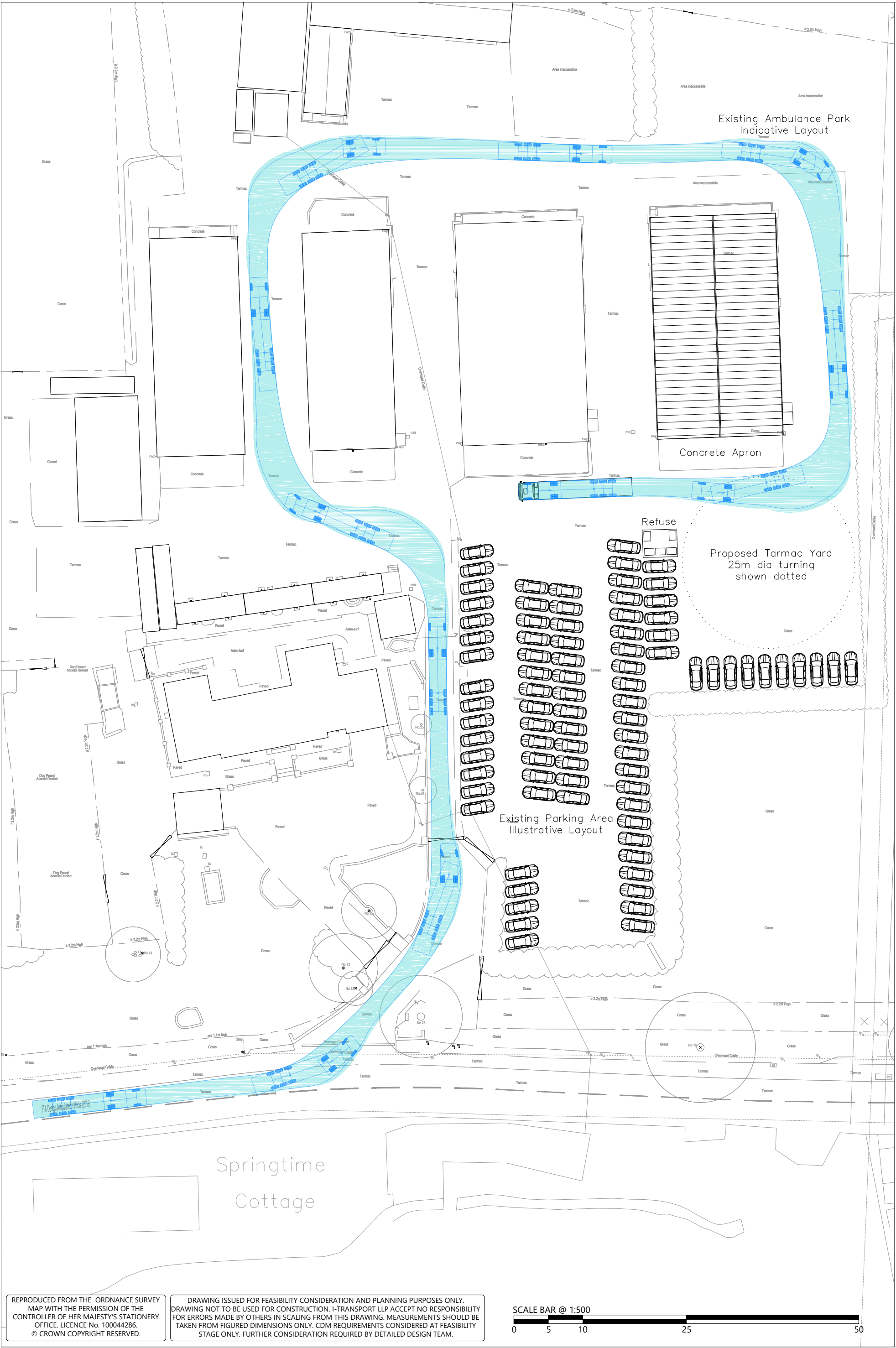


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 The Square, Basing View, Basingstoke, Hampshire, RG21 4EB www.i-transport.co.uk				TITLE: SWEPT PATH ANALYSIS [ARTICULATED VEHICLE; RIGID TRUCK; REFUSE VEHICLE]				DRAWN: MM		CHECKED: MD		APPROVED: SJ	
A 26.10.21 JD VEHICLE TRACKS AMENDED				PROJECT: BROADWAY FARM, BOTLEY				PROJECT No: ITB17278		SCALE @ A3: 1:1250		DATE: 22.10.21	
REV DATE BY DESCRIPTION				CLIENT: CCW SERVICES				DRAWING No: ITB17278-GA-002		REV: A			
STATUS: FOR INFORMATION													



FTA Design Articulated Vehicle (2016)
Overall Length 16.48m
Overall Width 2.550m
Overall Body Height 3.870m
Min Body Ground Clearance 0.515m
Max Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 6.600m

REV	DATE	BY	DESCRIPTION	CHK	APD

FOR INFORMATION



The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

SWEPT PATH ANALYSIS - ARTICULATED VEHICLE

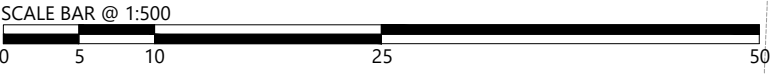
BROADWAY FARM, BOTLEY

CCW SERVICES

DRAWN: JD	CHECKED: MD	APPROVED: SJ
PROJECT No: ITB17278	SCALE @ A2: 1:500	DATE: 22.10.21
DRAWING No: ITB17278-GA-003		REV: -

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APPENDIX A. TRICS – B8 Warehousing

Calculation Reference: AUDIT-236603-211021-1000

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : F - WAREHOUSING (COMMERCIAL)
 TOTAL VEHICLES

Selected regions and areas:

08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 634 to 1200 (units: sqm)
 Range Selected by User: 190 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 29/03/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
------------------------------------	---

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

B8	2 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000 2 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

125,001 to 250,000 1 days

250,001 to 500,000 1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*Car ownership within 5 miles:

0.6 to 1.0 1 days

1.1 to 1.5 1 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*Travel Plan:

No 2 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*PTAL Rating:

No PTAL Present 2 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	LC-02-F-02	WAREHOUSING	LANCASHIRE
	CHORLEY ROAD		
	PRESTON		
	WALTON-LE-DALE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	1200 sqm	
	Survey date: FRIDAY	22/06/07	Survey Type: MANUAL
2	TV-02-F-03	ELECTRICAL COMPONENTS	TEES VALLEY
	UNIT 8,NAVIGATOR COURT		
	STOCKTON-ON-TEES		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	634 sqm	
	Survey date: TUESDAY	28/06/11	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	917	0.055	2	917	0.000	2	917	0.055
07:30 - 08:00	2	917	0.218	2	917	0.109	2	917	0.327
08:00 - 08:30	2	917	0.545	2	917	0.109	2	917	0.654
08:30 - 09:00	2	917	0.164	2	917	0.218	2	917	0.382
09:00 - 09:30	2	917	0.164	2	917	0.164	2	917	0.328
09:30 - 10:00	2	917	0.164	2	917	0.164	2	917	0.328
10:00 - 10:30	2	917	0.436	2	917	0.218	2	917	0.654
10:30 - 11:00	2	917	0.273	2	917	0.382	2	917	0.655
11:00 - 11:30	2	917	0.164	2	917	0.164	2	917	0.328
11:30 - 12:00	2	917	0.164	2	917	0.164	2	917	0.328
12:00 - 12:30	2	917	0.273	2	917	0.382	2	917	0.655
12:30 - 13:00	2	917	0.164	2	917	0.055	2	917	0.219
13:00 - 13:30	2	917	0.164	2	917	0.109	2	917	0.273
13:30 - 14:00	2	917	0.218	2	917	0.000	2	917	0.218
14:00 - 14:30	2	917	0.164	2	917	0.218	2	917	0.382
14:30 - 15:00	2	917	0.164	2	917	0.109	2	917	0.273
15:00 - 15:30	2	917	0.164	2	917	0.218	2	917	0.382
15:30 - 16:00	2	917	0.109	2	917	0.109	2	917	0.218
16:00 - 16:30	2	917	0.382	2	917	0.273	2	917	0.655
16:30 - 17:00	2	917	0.109	2	917	0.273	2	917	0.382
17:00 - 17:30	2	917	0.164	2	917	0.382	2	917	0.546
17:30 - 18:00	2	917	0.055	2	917	0.109	2	917	0.164
18:00 - 18:30	2	917	0.000	2	917	0.109	2	917	0.109
18:30 - 19:00	2	917	0.000	2	917	0.000	2	917	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.477			4.038			8.515

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	634 - 1200 (units: sqm)
Survey date range:	01/01/00 - 29/03/19
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	917	0.000	2	917	0.000	2	917	0.000
07:30 - 08:00	2	917	0.055	2	917	0.055	2	917	0.110
08:00 - 08:30	2	917	0.000	2	917	0.055	2	917	0.055
08:30 - 09:00	2	917	0.109	2	917	0.109	2	917	0.218
09:00 - 09:30	2	917	0.109	2	917	0.109	2	917	0.218
09:30 - 10:00	2	917	0.000	2	917	0.000	2	917	0.000
10:00 - 10:30	2	917	0.000	2	917	0.000	2	917	0.000
10:30 - 11:00	2	917	0.055	2	917	0.055	2	917	0.110
11:00 - 11:30	2	917	0.109	2	917	0.000	2	917	0.109
11:30 - 12:00	2	917	0.000	2	917	0.000	2	917	0.000
12:00 - 12:30	2	917	0.055	2	917	0.000	2	917	0.055
12:30 - 13:00	2	917	0.055	2	917	0.000	2	917	0.055
13:00 - 13:30	2	917	0.000	2	917	0.055	2	917	0.055
13:30 - 14:00	2	917	0.109	2	917	0.000	2	917	0.109
14:00 - 14:30	2	917	0.055	2	917	0.055	2	917	0.110
14:30 - 15:00	2	917	0.000	2	917	0.000	2	917	0.000
15:00 - 15:30	2	917	0.000	2	917	0.000	2	917	0.000
15:30 - 16:00	2	917	0.000	2	917	0.000	2	917	0.000
16:00 - 16:30	2	917	0.109	2	917	0.109	2	917	0.218
16:30 - 17:00	2	917	0.055	2	917	0.055	2	917	0.110
17:00 - 17:30	2	917	0.055	2	917	0.000	2	917	0.055
17:30 - 18:00	2	917	0.000	2	917	0.000	2	917	0.000
18:00 - 18:30	2	917	0.000	2	917	0.055	2	917	0.055
18:30 - 19:00	2	917	0.000	2	917	0.000	2	917	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.930			0.712			1.642

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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